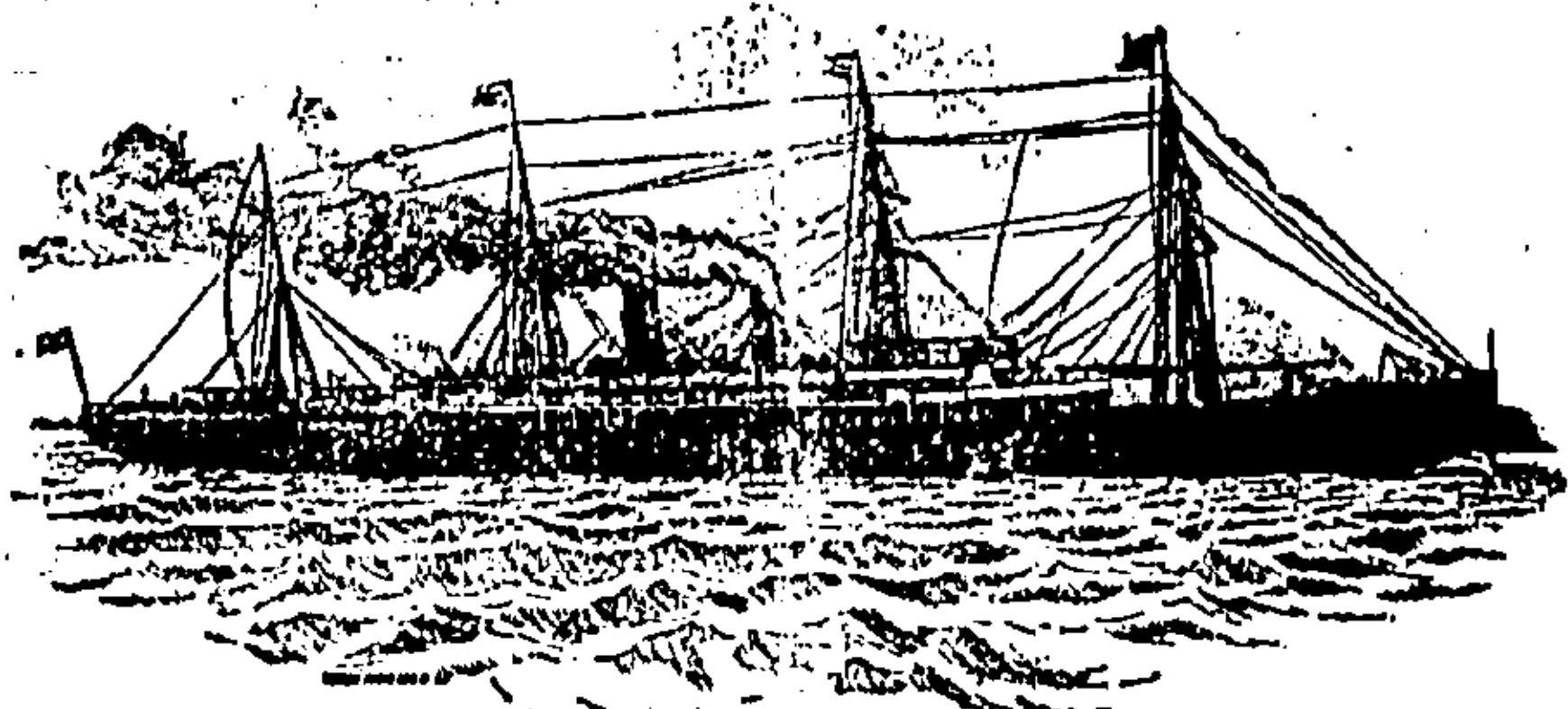


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	11,284 Gross Tons	SATURDAY, 30th April, at Noon.
"COPTIC"	4,352 "	THURSDAY, 12th May, at Noon.
"KOREA"	11,276 "	WEDNESDAY, 25th May, at Daylight.
"GAELIC"	4,205 "	SATURDAY, 4th June, at Noon.
"MONGOLIA"	"	THURSDAY, 16th June, at Noon.
"CHINA"	5,000 "	TUESDAY, 28th June, at Noon.
"DORIO"	4,784 "	SATURDAY, 9th July, at Noon.

The P. M. S. S. Co.'s steamer "ALGOA" will leave for San Francisco, via Moji, Kobe and Yokohama on or about May 7th, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 30th April, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports of Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

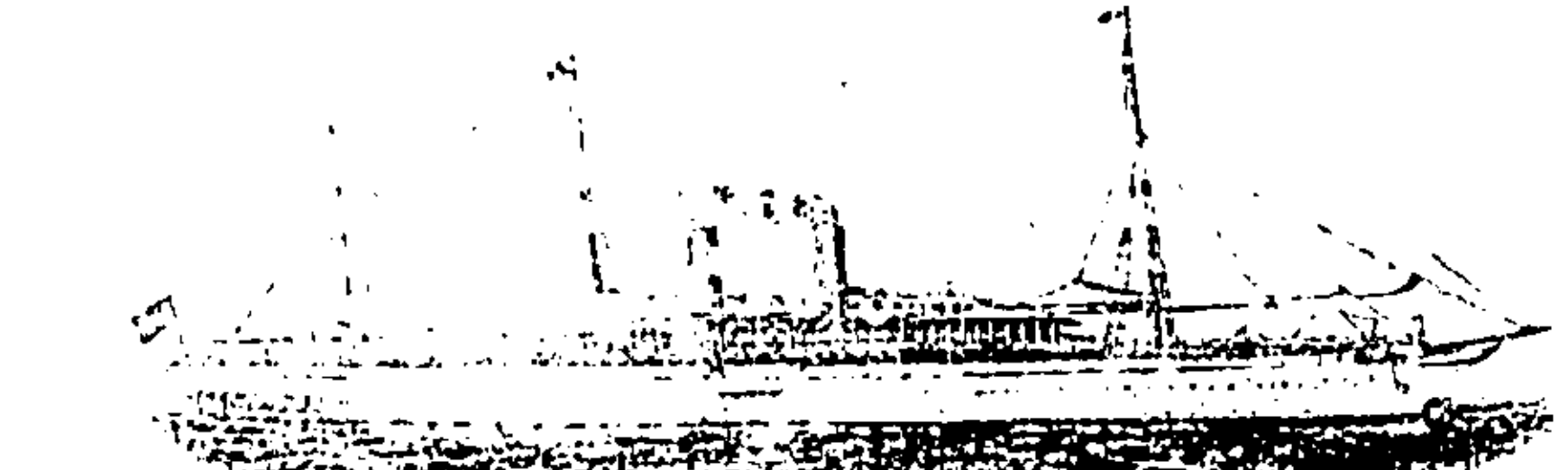
The largest and stadiest and fastest passenger ships on the Pacific. Southern Route: passengers enjoy outdoors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 27th April, 1904.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 11th May.
"TARTAR"	4,425 "	SATURDAY, 21st May.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 1st June.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 22nd June.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 13th July.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. " £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

E. BROWN, General Agent,
9, Pedler's Street.

Hongkong, 27th April, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARTEMISIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	12th May. Freight.
MARBURG	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG).	17th May. Freight.
STRASSBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	31st May. Freight and Passengers.
SEGOVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	14th June. Freight.
NURNBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	28th June. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 27th April, 1904.

GO TO THE
KOWLOON HOTEL,
KOW'LOON.

J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain R. D. Thomas.
"POWAN,"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN,"	2,260 "	W. A. Valentine.
"HANKOW,"	3,073 "	B. Branch.
"KINSHAN,"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain H. D. Jones.
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Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at 12.30 P.M.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	2,19 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain J. Wilcox.
"NANNING,"	569 "	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 25th April, 1904.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,
3, DUDDELL STREET,
HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	First half of May	SPORE & JAVA PORTS	First half of May
TJILAJAP	JAVA via MACASSAR	Second half of April	JAPAN	Second half of April
TJIMAH	JAVA via MACASSAR	Second half of May	JAPAN	Second half of May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands ports en route through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,
THE HOLLAND-CHINA TRADING CO.

Telephone No. 201,
Hongkong, 8th April, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES

FURNISHED.
WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM

40] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

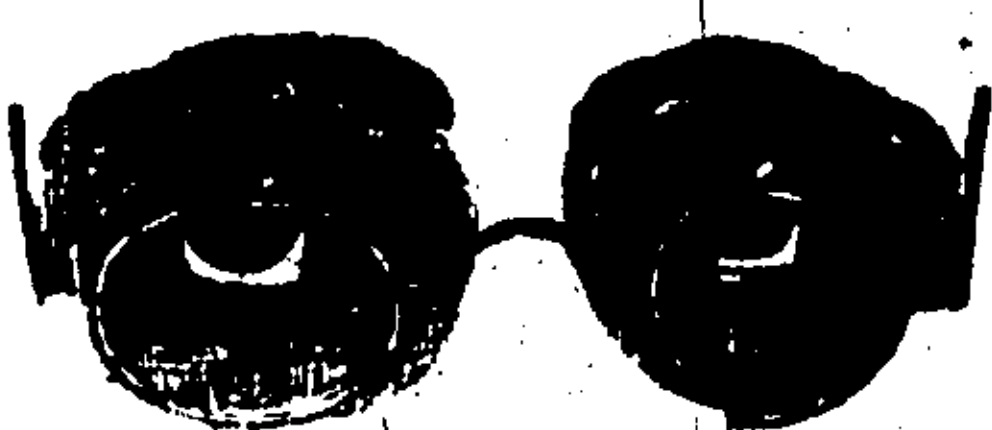
A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for guests.

For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER.

EYE-SIGHT.



MR. N. LAZAUS

May be personally consulted SPECTACLES.

No charge for testing eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwa.

15, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1902.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 876.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[G]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[3]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS OF TWENTY
PER CENT. upon contributions for the
year 1903 has been declared.

WARRANTS will be issued on the 4th May.

By Order of the Board,
C. MONTAGUE EDE,
Acting Secretary.

Hongkong, 14th April, 1904.

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NOTICE.

THE WINDSOR GARDEN AND
RESTAURANT

is now the sole property of the undersigned
F. HUBER who is responsible for and will
settle all business debts incurred up to the
date hereof by himself or the joint partners.
The interest and responsibility of the under-
signed MAX JACOBS in the above restaurant
has entirely ceased.

MAX JACOBS.

FRED. HUBER.

Hongkong, 25th April, 1904.

The business remains closed until further
notice.

551] FRED. HUBER.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS,

16, DES VŒUX ROAD CENTRAL,

HONGKONG,

SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 15th December, 1903.

12

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL

ERS AND WATCHMAKERS.

EASTMAN'S

KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

40, QUEEN'S ROAD,

Watson's Building.

501

THE AMERICAN SYSTEM

DENTISTRY.

DR. M. H. CHAUN,

27, DES VŒUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 2nd January, 1904.

50

TSU FAN

DENTIST.

PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary,

10, Queen's Road, Central.

Hongkong, 14th January, 1904.

50

BUSINESS TRAINING COLLEGE.

NEAR G. P. O., HONGKONG.

ENGLISH, CHINESE, JAPANESE,
FRENCH, RUSSIAN, PORTUGUESE
as used at Macao, all INDIAN TONGUES,
and other Languages.

Translations made for the Public.

Typewriting taught on the blind touch

system.

Shorthand; "Up-to-date" or Pitman's system

taught.

Typewriting Copies made for the Public.

NOTE:—On and after the 1st of May next

the Fees for the "Up-to-date" Shorthand will

be considerably increased.

Canton Branch Studio, 144 Shameen.

For Postal Lessons, etc.; Circulars, Post Free.

Hongkong, 23rd April, 1904.

547

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.,
1, Ice House Road,
HONGKONG.

Intimations.

WATSON'S
TOILET PREPARATIONS

WATSON'S GLYCERINE AND CAR-

BOLIC SOAPS effect a saving of 50%

owing to the large size of the tablets. They are made of the purest ingredients and are elegantly put up. Our Carbolic Dog Soap is the best thing of its kind in the market.

WATSON'S TAI YEUK FONG HAIR

WASH prepared from a recipe of the late Dr. Ayres, continues to give much satisfaction to those who use it.

WATSON'S ORIENTAL DENTI-

FRICE. In the early days of the Colony the public used no other. Liquid dentifrices do not keep the teeth white and clean. We recommend the above preparation to all, and especially to those who are heavy smokers.

A. S. WATSON & CO.,
LIMITED.

THE HONGKONG DISPENSARY.

MANUFACTURING CHEMISTS.

ESTABLISHED 1841.

Hongkong, 26th March, 1904.

TELEPHONE NO. 45.
CABLE ADDRESS: "ACHEE," HONGKONG
A. B. C. CODE, 4TH EDITION

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17, QUEEN'S ROAD.FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES

PHOTOGRAPHIC
DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.

PROMPT RETURN

Hongkong, 8th January, 1904.

DRUGS, CHEMICALS, PERFU-

MERY, PATENT MEDICINES, ETC.

AND

DISPENSING CHEMISTS.

ADDRESS:

FLETCHER & Co.,

THE PHARMACY,
14 QUEEN'S ROAD CENTRAL,
HONGKONG.

A. STEVENSON,

Chemist.

Hongkong, 25th April, 1904.

NOTICE

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hing Road, and should be accompanied by the Writer's Name and Address.

Editorial business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$20 per annum.
WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-five cents.

BIRTHS.

On the 21st April, at 7.45 a.m., at "T. Donnan's" No. 9, Mount Sophia, Singapore, the wife of Mr. D. M. MARTIN, of a daughter.

On the 21st April, at Ansell Lodge, Grange Road, Singapore, the wife of H. W. NOON, of a son.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 27, 1904.

LOCAL AND GENERAL.

THE British North Borneo Syndicate have found indications of copper ore near the Labuk River.

ONE year's hard labour in Victoria gaol was the dictum of Mr. Gompertz when Tong Wing was placed before him, yesterday, for returning to the Colony after a verdict of perpetual banishment had been recorded against him.

Mr. Alec Marsh has given a most enjoyable concert at Bombay, where his "personal contributions to the programme were well chosen and in every one of them was enabled to display some new feature of his voice, his complete grasp of the varying necessities of the various compositions, his wonderful technique and his perfect training."

FROM reliable native sources it is learnt that General Tseng Ch'ueh Tsai, in command of the well-trained troops for the suppression of the Kwang-tai rebellion, has committed suicide by shooting himself. The cause of this act, it is alleged, was in consequence of some misunderstandings between himself and Viceroy Tsen Chun Hsuan, and it will probably affect the present state of the rebellion.

CAPT. Rudneff and Capt. Beliaeff, late commanders, respectively, of the *Varyag* and *Korietz*, sunk by the Japanese at Chemulpho, are to receive the freedom of the city of St. Petersburg. Since 1886 only four persons have been made the recipients of this honour. Mr. Fox, an American, M. Pogrebko, a former mayor of St. Petersburg, Gen. Boris Meikoff, and Prince Alexander Petrovitch of Oldenburg.

VICEROY Wei has wired to the Wai Wu Pu that the four new gunboats ordered from Japan last year, and which were to be delivered the 2nd Moon this year, are now ready, and the Japanese have cabled him to this effect. On account of the war, however, the Viceroy fears some difficulty may be experienced in getting them to Shanghai, though they are urgently needed for the Yangtze defences, and he requests the Wai Pu to send him instructions accordingly.

AT moderate computation Gen. Kuropatkin will shortly possess sufficient ikons (or sacred pictures) to cover the walls of a moderate-sized church. From every monastery and convent in European Russia, and from hundreds of various corporate bodies and institutions, these sacred emblems, many of them of gold and silver and of considerable value, are streaming after the Commander-in-Chief to Mukden. It is whispered, however, that the ikons are now being quietly stored in the Kremlin pending the conqueror's return.

THE recent heavy bombardment of Port Arthur, when several hours' incessant firing resulted in the killing of fifty Russian soldiers and three civilians, seems to prove that modern ordnance is a little more destructive of life than the guns of a generation ago. During the siege of Paris it often took a thousand shells or more to kill a single Frenchman. On January 4, 1871, Victor Hugo made this striking entry in his diary: "From Tuesday to Sunday the Prussians hurled 25,000 projectiles at us. It required 220 railwaytrucks to transport them. Each shot cost 60fr.; total, a million and a half francs. The damage to the forts is estimated at 1,400fr., and about ten men have been killed. Each of our dead cost the Prussians 150,000fr."

A CHINESE woman, who lives in Aberdeen, experienced a somewhat unpleasant surprise yesterday afternoon. A constable (Chinese) in plain clothes was having a quiet walk, when he was accosted by the woman in question, who asked him if he would like to buy a bright boy to adopt. "Oh yes," said the constable, "how much do you want for him?" The woman said the usual price was \$40. "And have you any more?" asked the smart guardian of the peace; "if so, I will buy all you've got." The dealer said that she had just completed the sale of the only two others she had had left, but she could easily get some more if he wanted them. "Well, come along to my house for the money, as I haven't so much with me now," said the constable, and the unsophisticated female followed him. On arriving at the "Chinese gentleman's house," she made the paralyzing discovery that it was the Aberdeen Police Station, and her new friend a constable in plain clothes. There are probably other surprises in store for her when she comes on at the Police Court. In the meantime she is out on bail of \$750.

THE skipper of the s.s. *Frans Ferdinand*, which arrived here yesterday from Kobe, reports that on the 23rd inst. he rescued three men and a woman from a wrecked Korean junk.

IT may not be generally known that, near Sheng Shui, in the New Territory, there is a camphor tree some 23 feet in circumference. It now shows signs of decay and unless some attention is given to it the old landmark will assuredly topple to the ground.

THE "cake walk" is fading away, but a more dangerous epidemic is threatened to London by Mr. Philip Yorke, who will next introduce at the Tivoli the new craze that has ousted the "cake walk" in Paris, namely, the dance of the wild "kickapoo." It is impossible to give an exact description of this latest of dances, but a conglomeration of the tarantelle, St. Vitus's dance, the cake walk, the weird-shrieking Indians, combined with a distinctly picturesque costume and setting, comes nearest the mark.

THE Government have received a serious warning of the danger of the importation of Chinese labour into South Africa from Sir Patrick Manson, the medical adviser to the Colonial Office. It is understood that not only does Sir Patrick Manson and the other medical advisers give this warning on account of the plague, but also from a fear of yellow fever. Yellow fever is at present confined to the West Indies and Central America, and it is feared that through the increased facilities of transit the germs of disease might reach the Asiatics in the Transvaal, and thus with the plague develop terrible complications. Sir Patrick Manson, who is a well-known bacteriological expert, has, it is understood, expressed himself as opposed in every way to the introduction of the yellow race in South Africa. The warning is engaging the serious attention of the Government, and it is anticipated that there will shortly be an important announcement made.

THE HEALTH OF THE COLONY.

OF five fatal cases of plague which were notified as having occurred in the Colony last week two were imported. The only other communicable disease brought to the notice of the Sanitary department was small-pox, of which there were five cases. Since noon of yesterday three fatal cases of plague have been notified. Bodies were found dumped near the Mau Lum garden, at Yau-mat, and close to the Canton wharf, while the third case is reported from Kowloon Island Lot No. 521.

A BREEZE IN A BOARDING HOUSE.

The proprietress of Zetland House charged one of her lady boarders with behaving in a disorderly manner and using abusive and obscene language to her yesterday evening.

Complainant stated that on the evening of Tuesday at about 5.30 o'clock she went to defendant's room and asked her for some money due by her to complainant. Defendant then grew very violent and called the complainant bad names, using unwholesome epithets. Complainant told her to be quiet, when she rushed into the passage saying she would call a policeman. She kept on behaving in this manner and disturbing everybody until nearly 1 a.m. when she was removed to the station. A resident at Zetland House, sworn, testified that when he returned from work soon after 5.30 p.m. yesterday, he heard considerable disturbance in the passage, and on going out to see what it was all about he heard defendant using bad language and calling complainant unprintable names. He also saw defendant kick the complainant's son. Witness went out at 7.30 p.m. up to which hour the disturbance was still in full progress, and it was still going on when he returned. At about 11 p.m. he heard defendant shouting lustily for the police. She appeared to be sober. He saw the defendant standing up in the corridor between 5.30 and 7.30 p.m. Witness was walking up and down the passage. He did not sit down.

Defendant (sarcastically): "Oh! for two hours! you say so?" Continuing witness said he saw defendant go at least twice to call a policeman. He did not know whom she wished to give in charge. The disturbance was so great that none of the boarders could sleep, most of them coming into the passage to see what it was all about.

F. L. Clyde, Detective Inspector, testified that at 8.30 p.m. last night he was called to Zetland House to quell a disturbance. There he saw defendant, and, at complainant's request, he advised her to leave the house quietly. She refused, and then complainant charged her with disorderly conduct, and using abusive language, and gave her in charge. That was about 9 p.m. Defendant was partly undressed, and refused to dress, so of course he could not take her away to the station like that. Witness left and went to the Central Station, and returned with a sergeant of Police at 10.30 p.m. Defendant then said she was sick, and again refused to dress. Finally she was moved to the station, but without the exercise of any violence. That was the case for the prosecution.

Defendant said that she was sitting on a chair and her husband lying on the bed when a policeman came in, and saying he was a captain of Police ordered her to follow him to the station. She said she was sick, and then the policeman called another officer and had her taken away in a chair, in her dressing gown and bare feet. There was no disturbance.

Mr. Gompertz remarked that he had been charged with the same offence twice before, on each occasion being released on bail, which on account of her neglecting to appear, was estimated, though his Worship forbore to issue warrants to either case. She must pay a fine of \$10 or go to gaol for six months, and security in \$500 to be paid for six months.

THE WAR.

ADMIRAL SIR CYPRIAN BRIDGE
GIVES HIS VIEWS.

LESSONS ON THE WAR.

Admiral Sir Cypryan Bridge, who has just relinquished the post of Commander-in-Chief of the China station in favour of Admiral Sir G. Noel, when asked for his views on the naval aspect of the war, said the Japanese successes have not surprised the British naval officers on the China station, who since the alliance have been very intimate with the Japanese officers.

"The chief lesson of the war so far is the success of the destroyers. The fact that eighteen Japanese destroyers—the whole force of the nation in this type of vessel—were all aloft simultaneously at Port Arthur is wonderful. The British, as a rule, have 10 per cent. undergoing repair.

"Still more important is the fact that the Chemulpho action was fought principally at a range of 7,400 yards, the closest range being 4,500 yards. This seems to prove the value of heavy guns in modern warfare and to minimise the efficacy of secondary batteries.

"From the reports of attacks, corroborated by one of the Russian captains, it appears that fully 20 per cent. of the shots took effect as against 3 per cent. at the battle of Santiago. This is likewise instructive, besides being a very creditable performance."

The Admiral anticipates the surrender or destruction of the Russian fleet at Port Arthur as the result of the land and sea attacks.

FIGHTING STRENGTH OF THE
BALTIC SQUADRON.

The order for the Russian Baltic Fleet to proceed to the Far East is attracting attention chiefly because no one seems to know what that fleet consists of. Some account of its actual composition may therefore be of interest.

The Baltic vessels proper consist of three coast defence battleships—*Apraksin*, *Oushakoff* and *Sensyurin*. The first carries three 10-in., the others four 9-in. guns. All have also four 6-in. quick firing guns. They are able to do about 15 knots at a pinch. Being of low freeboard, they are bad sea boats, and they carry so little coal that they could only get out by being accompanied by a whole fleet of colliers.

The other vessels are the third class cruisers *Svictians* and *Vornitoff* and the recently reconstructed *Pamiat Azova*. Both the former are unprotected vessels; both are old. But they might be a more serious factor, for they would carry with them the gunners of the *Baltic Squadron* of some time ago, did marvellously good shooting.

There are other ships half-way out that would join this fleet, and one 8,000-ton battleship, the *Sissai Volk*, with four 12-in. and six 6-in. guns. She steamed fifteen knots recently in a "paying off" trial.

Then there is the old battleship *Novarin*, a weak edition of our *Nile* and *Trafalgar*, with four 12-in. and eight 6-in. guns. She used to carry very antique 6 inch pieces, but these may have been replaced.

PICKING UP WARSHIPS.

The squadron would also pick up the new battleship *Orel*, the old armoured cruiser *Nakhimoff*, and the new protected cruiser *Aurora*, a sister to the *Fallada*, also a dozen destroyers that are about in the Mediterranean or Indian Ocean. From the Baltic at least a dozen more torpedo cruisers could be drawn—possibly a score or two—but it would take them months to get out.

Apparently five or six ships, and nine or ten destroyers from the Baltic division, are going out now. For what it is worth, therefore, this and the half-way ships would make a fleet of the second rate, the third-rate and the fourth-rate; and two reconstructed old-bellied cruisers, one second-class cruiser, two third-class cruisers, and about twenty destroyers would be added to the list.

They might be active in Far Eastern waters in May or the end of April, and they would burn at least 60,000 tons of coal en route.

Against the Japanese fleet, as it is to-day, they would not count for very much, but against that fleet as it may be three months hence they might be a decisive factor.

The problem is how are they to get out? The *Orel*, *Fallada*, *Nakhimoff* and *Pamiat Azova* have water-tube boilers of the Belleville type. Bellevilles have recently exhibited excellent long-distance steaming qualities, so these four may be depended upon to do the trip. The other vessels have cylindrical boilers—and old ones at that. It is a grave question whether or not they could reach their destination in a steaming condition.

Russians are drawing some satisfaction from the battle of Chemulpho, because Captain Rudneff blew up the *Varyag* when all hope was lost. As pointed out, the blowing up to prevent capture by the Japanese is a matter of supreme moral importance to the Russian fleet, which will never despair so long as things of this sort are done.

A somewhat similar sentiment prevails in the Japanese navy, but there it is the intention rather than aught else. Japan has never had occasion to put the doctrine into practice, whereas Captain Rudneff of the *Varyag* and Captain Bielaeff of the *Korietz* have both added their names to an historical list that is headed by the famous Saken, who, in 1783, immolated himself in like manner.—*Daily Chronicle*.

FUNERAL OF COMMANDER HIROSE.

The remains of the gallant Commander Hirose, who was killed during the second attempt to block the passage of Port Arthur by the night of the 27th ultimo, were held for

police, who were followed by a naval band of about two hundred blue-jackets forming a guard of honour. The coffin, on which the deceased officer's uniform was placed, was on a gun-carriage drawn by some thirty blue-jackets. On either side of the coffin walked three officers who were fellow-students of the late Commander while at the Naval College. The chief mourner was little Miss Kaori Hirose, the 13-year-old daughter of a brother of deceased who holds the rank of Captain. The little girl, who was attired in white, was escorted by Mr. I. Kudo, another relative of the deceased, and they walked, the other relatives following in carriages. Another guard of honour brought up the rear of the mournful procession.

The funeral was conducted in accordance with Shinto rites, and after the usual address by the priest, Lieutenant Matsu-mura, who was on board the battleship *Mikasa* and was wounded on the occasion of the first attack on Port Arthur, and who only recently left the Sasebo Naval Hospital, read a message sent by Vice-Admiral Togo, Commander-in-Chief of the Combined Fleet. Several more addresses were read, all eulogising the heroic deed of the deceased.

Thousands of people lined the streets and visited the cemetery to pay a last tribute of respect to the dead Commander.

The deceased thus appears to be in the position of having two funerals accorded him—one by the enemy, and the other by friends—the remains picked up by the Russians at Port Arthur being accorded interment with all the honours of war and the very slight remains taken to Tokyo receiving interment with similar marks of respect.—*Kobe Chronicle*.

SIDELIGHTS.

Following is an article from a Russian correspondent to a home paper, who, writing from St. Petersburg, on 21st ult., says:—

Queer stories are dribbling out of Port Arthur. Admiral Alexieff's nephew, who returned here with Mme. Starck, is responsible for the latest yarn.

He declares that the telegram sent to notify the Viceroy of the rupture of diplomatic relations by Japan did not reach Port Arthur till the day after the torpedo attack, and that the whole garrison, from the Viceroy downwards, were "jumping mad" over the delay, to which they attribute the utter state of unpreparedness for an attack in which the enemy's torpedo boats found the squadron.

FROM WANT OF WARNING.

It is beyond dispute that the warships were at anchor, and had not a sufficient pressure of steam to get any way on them. Naval men agree that had the Viceroy been warned in time—as the Foreign Office claims to have done—the warships would scarcely have been exposed in such careless fashion to a chance torpedo.

The Admiral's nephew goes further, and says that, in drawing up his report to the Emperor, Alexieff expressed himself in very strong terms about the negligence of the Foreign Office, and added a few unpleasant words about the condition of the warships sent out to him, declaring that, with all the resources of the Port Arthur dockyard, he had not been able to make good the bungling and carelessness of naval architects and engineers in St. Petersburg.

A CONFIRMATION OF CARELESSNESS.

Needless to say, these criticisms did not appear in the Viceroy's dispatch as published here.

Since Admiral Makaroff's arrival at Port Arthur, it is an open secret that he wired confirming the tenor of the Viceroy's remarks about the structural weakness and general deficiencies of his warships.

These asseverated criticisms have alarmed the Tsar, and prompted him to make a personal investigation of the men-of-war now building on the Neva.

THE MUSCOVITE BERESFORD.

Disobedience of orders, unless justified by signal successes over the enemy, is liable to lead to unpleasant results in the Russian Navy. The captain of the fast cruiser *Novik* has experienced the truth of this by being summoned before a court-martial for pursuing the Japanese warships outside Port Arthur despite orders from Admiral Starck to return.

To make matters worse for this Muscovite Beresford, his ship was struck and damaged while chasing the Japs. So a court-martial has fallen to his lot instead of the much coveted Cross of St. George.

In connection with a Reuter telegram appearing in another column, the following list of staff officers who died with the late Vice-Admiral Makaroff, the Russian Commander-in-Chief of the Pacific Squadron, on the ill-fated battleship *Petrofavlisk* on the 13th instant, will not be devoid of interest.

Rear-Admiral Moljas, Chief of the Staff attached to Vice-Admiral Makaroff.

Flag Lieutenant..... (1st) Asalieff,

" " " (3rd) Schmidt,

" " " () Smiloff,

Fleet Torpedo Officer

Lieut. Denisoff,

Gunner Lieut. Sharxieff.

A REUTER'S telegram in the *Strait Times* announces the death of Samuel Smiles, the author. Samuel Smiles, was a native of Scotland and had reached his ninety-second year. Brought up to be a surgeon, he became an editor, and was secretary to a railway company when he retired. He is best known by the work entitled *Self-Help*. The Serbian Government conferred on him a decoration in appreciation of his literary works, many of which have been translated into foreign languages. His publications are: *Lives of George and Robert Stephenson*; *Lives of the Engineers*, 5 vols.; *Self-Help*; *Character*; *Duty*; *Think*; *Industry*; *Biography*; *Invention* and *Industry*; *Life and Labour*; *Thomas Edward*; *Scottish Naturalists*; *Robert Dick*; *Geologist*; and *Botanist*. The

ELEGRAMS.

(Reuter's).

Admiral Alexieff's Resignation.

News from St. Petersburg says that the Tsar has refused to accept Admiral Alexieff's resignation for the present, pointing out that at such a grave moment it is the duty of every Russian to forget private differences. The resignation has consequently been withdrawn, but it is believed to be only a temporary arrangement pending the arrival of Admiral Skrydloff.

China and the United States.

The Emperor of China's nephew, Pu Lun, is meeting with exceptional hospitality in Washington. Mr. Hay gave a dinner in his honour yesterday and President Roosevelt receives him to-day.

LATER.

The King and Queen Visit Ireland.

The King and Queen have started for Ireland on a visit.

The War.

Russia has bought, indirectly, nine German liners which will be fitted as cruisers, it is reported to prey upon Japanese commerce.

Australia.

Mr. Watson, a labourite, is forming the Australian Cabinet.

The United States and Chinese Labour.

The Washington Cabinet has decided to exempt labourers for the Panama Canal from the Chinese exclusion laws.

The War.—Reported Mediation.

The Russian Press is ardently discussing a report of projected British mediation. The origin of the report is unknown but in any case is baseless.

(Ceylon Independent.)

War in Acheen.

GREAT SLAUGHTER OF NATIVES.

Pangkalan Brandan, 2nd April.

The last expedition under von Deelen which set out on 29th February was very successful. It is necessary to speak of many small skirmishes, for mention is needed of the larger engagements which were at Rencho, Pasit, Pepareg and Kotta Lintang, in the course of which 541 Batakis were shot by the Dutch troops. 312 dead was the result of the fight at Pepareg.

Rajah Bukit and all his followers fled to the mountains. The Dutch casualties were 3 killed and 30 wounded.

The expedition is advancing.

Massacre of Pilgrims at Mecca.

TURKISH TROOPS TO THE RESCUE.

The Hague (via Batavia), 2nd April.

Bedouins are blocking the roads to Jeddah, Mecca, Medina, Zambo and Elhaish. It is said that the pilgrims cannot pay the usual expenses incurred on the through journey because they are being robbed of all their money by the Vall of Hedshah.

It is rumoured that 4,000 Persians, Indian, Turkish and Arabian pilgrims have been killed. Three battalions of Turkish troops have embarked for Tambo and are under orders to advance on Hedjah.

Congo Soldiers eat Prisoners.

A CANNIBAL FEAST.

British missionaries, journeying in the Aru-wimi region of the Congo, write that they arrived at a military station at a moment when under the eyes of the Italian officer in charge and his Belgian subaltern, the soldiers of the garrison were engaged in a wild cannibal feast.

A huge fire blazed in the centre of the ground, round which the participants in the orgie squatted as they devoured the revolting meal of human flesh.

Some little distance away four blacks sat with their legs and arms bound, while round them the women of the station danced, yelling, and taunting them that they, too, would soon be slain, roasted, and eaten as their comrades had been.

The Italian officer explained that he had only just returned from an expedition on which some prisoners had been taken. As soon as his men were inside their compound they had broken out into a cannibalistic frenzy, which neither he nor his subaltern could suppress.

"The soldiers were, therefore, carrying out their own methods of dealing with prisoners. The missionaries sent an immediate report of the matter to the British Consul at Boma."

If the rumour as to the Tsar's intention to proceed to the front in August next is correct, there is abundant precedent for any such action on the part of the ruler of the greater Russian Empire. The grandfather of the present Tsar, it may not be generally remembered, was at Plevna during the Russo-Turkish war of 1877, and in '85, his predecessor paid a visit to the Crimea, and inspected the various divisions of the Russian Army, including the advanced posts on the north side as far as Mackenzie's Farm. His Majesty had at that time only just succeeded in the throne, the death of the Emperor Nicholas, which created such widespread consternation, having taken place only a few months previously in the same year.

SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Toronto*) 25th inst.
American (*Seattle*) and pro-
French (*Brexit*) 25th inst.
Indian (*Alameda*) 25th inst.
Canadian (*St. John's*) 26th inst.
Indian (*Shanghai*) 26th inst.
German (*Albatross*) 26th inst.
German (*Odenwald*) 26th inst.

HONGKONG GENERAL CHAMBER OF COMMERCE.

ANNUAL MEETING.

The annual general meeting of the members of the Hongkong General Chamber of Commerce was held at the Chamber Room, City Hall, at 3.30 p.m., to-day for the purpose of receiving the Committee's reports and accounts for the year ended 31st December last, electing the Committee for the ensuing year and transacting general business.

The annual report was printed in our issue last evening.

There were present Mr. E. A. Hewett, (chairman), Mr. D. R. Law, (vice-chairman), Messrs. A. Haupt, N. A. Siebs, J. R. M. Smith, H. E. Tomkins, R. C. Wilcox, A. G. Wood, (committee), A. R. Lowe, (secretary), G. C. Moxon, H. P. White, D. E. Brown, Andrew Forbes, T. Lechane, W. B. Dixon, G. W. F. Playfair, J. R. Michael, E. S. Wheeler, W. D. Graham, A. Marty, M. Stewart, O. I. Ellis, E. Ormiston, G. Currie, C. H. Thompson, C. A. Tomes, W. T. Harrison, T. Hodsum, A. S. Mihara, W. Danby, H. Wicken, J. J. Leiria, W. S. Harrison, H. Skott, G. de Champeaux and others.

On the proposition of the chairman, seconded by the vice-chairman, the minutes of the last annual meeting, held on the 19th May, 1903, and of the special meeting, held on the 12th August, 1903, with regard to the election of a representative for the Chamber on the Legislative Council, were passed.

The notice convening the meeting having been read,

The Chairman said:—Gentlemen,—The report and accounts of the Chamber for last year have been in your hands for some days and we will, therefore, with your permission, take them as read. I will offer a few remarks on the more important questions which have engaged the attention of your Committee during 1903, and will then ask those members who may wish to do so to address the meeting. For sake of convenience, I will take the various matters dealt with in the report in due order. The question of the Brussels sugar convention has recently engaged the earnest attention of the Committee. In order that full protection under this convention be secured for our important local sugar industries, certain suggestions have been made to the Government here with a view to the possibilities of the future rather than to the actual needs of the present. At our last annual meeting we had to express regret that the Hongkong Government declined to accede to our request that all those employed as pilots in the waters of the Colony should be licensed. As you are aware the Chamber has again urged this, and a bill has recently been brought before the Legislative Council dealing with this important question. The ordinance appears to fully meet the requirements of the case and we trust it will not be long before the pilot service is placed on a satisfactory footing. In August last, His Excellency the British Minister to China while on his return to Peking, was good enough to agree to meet the Committee of the Chamber, and in the report will be found the address presented to him which dealt with a number of important questions. Sir Ernest Satow fully discussed these various matters and expressed his desire to do all possible to further the interest of our trade with China and his readiness to give full consideration to such representations as the Chamber might make to him. Last summer the Viceroy of Canton, being anxious to increase the revenue of the Province, endeavoured to revive the illegal taxation on foreign opium attempted the previous year by his predecessor. The excuse for this impost being one very generally put forward by the native officials when additional funds are required viz:—the payment of the War indemnity. A telegram was at once despatched H. B. M. Chargé d'Affaires at Peking, protesting against this proposed violation of treaty and, thanks to the prompt action of Mr. Townley and the British Consul General at Canton, the tax has been "suspended," but it is very evident that it will be necessary for the Chamber to continue to keep a careful watch upon our trade relations with China in order to prevent the officials from levying illegal taxes when pressed for funds. (Applause.) As mentioned at our last annual meeting, the question of the compulsory adoption of an official code vocabulary drawn up by the Telegraph Companies has been again before us, and a telegram was therefore sent to the London Chamber of Commerce protesting on behalf of this Colony against this proposal. The objections raised have been so universal among business communities that it is to be hoped this vexed question has been finally disposed of. With regard to the currency question, since our last meeting the decision of the Secretary of State for the Colonies has been given, which is to the effect that, "It was out of the question to entertain the idea of adopting a gold standard for Hongkong while China retained her silver standard." As a first step therefore towards a reform of the currency in China a joint memorial from the Chambers of Commerce of Tientsin, Shanghai and Hongkong has been forwarded to the Diplomatic Body at Peking urging that no further time be lost in providing a uniform currency for China, and the placing of the provincial mints under the control of the Central Government, but it is with regret that we find up to the present nothing further has been done in this direction. From time to time attention has been directed to the Crown Agent system, and some correspondence has passed on this subject between this Chamber and that of Ceylon. In order to more clearly form an opinion on the matter a series of questions was drawn up and presented by our representative at the Legislative Council. While the Committee are not prepared to say that it would not be possible to effect improvements in the working of the system, they are of opinion that it is decidedly to the advantage of the Colony that the Crown Agent system should be continued. During the year under review several questions relating to the shipping interests of the Colony have engaged our attention. While it is admitted that regula-

tions are necessary for dealing with vessels bringing explosives into the harbour, the Committee cannot but consider that the manner of enforcing the regulations constitute an unreasonable and vexatious restriction on the trade of the port, and that the regulations might with perfect safety be modified. After considerable correspondence some slight concession was obtained from the Government and it now remains to be seen whether that result will prove satisfactory. The question of medical inspection of vessels is an old one, having been dealt with by the Committee in 1877 and again in 1901. After giving the new scheme a fair trial, the Committee are unanimously of opinion that the time has now arrived when the posts of Health Officer of the Port and his assistants should be held by officials devoting their entire time to the work, to the exclusion of private practice; in fact, that the system should be here adopted which now obtains in many British ports where the number of entrances and clearances is far smaller than in Hongkong, which now ranks as one of the largest shipping ports in the world. The Committee intend to again address the Government on this subject, and trust that on further consideration the reasonableness of their request will be admitted. They feel convinced that in this matter they rely on the support of all those members of the Chamber who are directly interested in shipping. (Applause.) We are glad to be able to record that the Government has, after considerable correspondence, agreed to effect certain improvements in the signalling of storm warnings, and trust that the practical experience which will be obtained during the approaching typhoon season may show that the change effected will result to all that has been hoped for it. One other point affecting the shipping requires to be dealt with. I refer to the Immigrant Ordinance. This bill as originally put before the Legislative Council was of such a nature as to give rise to the greatest uneasiness on the part of those whose business it is to protect interests of ship-owners trading with the Colony. A protest signed by the shipping companies here represented, and while the bill was not abandoned, as we had hoped might be the case, still very important modifications were obtained in committee, and we can only regret that the efforts of our representative in this direction were not more successful. I consider it necessary to specially direct attention to this bill as the whole prosperity of Hongkong so largely depends upon the facilities and encouragements given to shipping to visit the port. I fear that this fact is sometimes lost sight of, and that from time to time attempts at legislation are suggested, and not infrequently carried out, calculated to impose undue restrictions and expenditure on the shipping, which in the aggregate from such a tax, either by loss of time or by actual expenditure, as to tend to discourage shipping, from visiting the Colony. It must be remembered that the position of Hongkong as a distributing centre is not impregnable. This is a point which cannot be too strongly urged. Turning to questions of a wider interest which still closely concern the welfare of our Colony, I would refer to the opening of Kowloon as a treaty port, and the establishment of a number of ports of call on the West River to the benefit of the large and increasing native passenger traffic. It is but right that acknowledgment should be made of the manner in which the officials of the Imperial Maritime Customs have endeavoured to prevent difficulties arising in connection with the work of opening this port, and also of the able assistance rendered by Mr. Fox, H.B.M.'s Consul (Applause). While on the question of new treaties, I would also mention that the Committee of the Chamber has addressed the British Minister at Peking with regard to the advantage which would accrue to the Colony through the opening of Wai-chow to foreign trade. You will recollect that Article VIII of the Shanghai Treaty of 1902, provided for the opening of this city, but as it will probably be some time before this section of that Treaty becomes operative, the Committee consider efforts should be made to have Waichow opened without further delay. I would add that, in our opinion, the Treaty port area should also include the sister city of Kwai-shin. The question of piracy on the West River continues to be one requiring constant attention, though I am glad to be able to add that during the past year complaints of this nature have not been so frequent as in the past. During the last few weeks, however, there have been some cases of piracy, and it is evident that the local Chinese officials have never attempted to seriously deal with this evil. The only means of finally disposing of this question is to break up the piratical villages, the positions of which are perfectly well known to the Chinese authorities. Although considerable time has elapsed since the question of the removal of the barriers in the Canton River was dealt with officially by this Chamber, we understood privately that matters were progressing favourably, and that before long the barriers would be removed. We regret to find that in this, as in other matters of hope for improvement, no advance has been made by the local Chinese officials. While most scrupulously exacting due observance of the terms of the Treaties limiting our relations with China, the native officials consistently evade their own obligations whenever possible. The delay in removing the barriers is yet one more instance of their bad faith, and it is to be hoped that the necessary steps will be taken to compel the Chinese to remove these barriers within the time stipulated by Treaty. The improvement in the lighting of the Canton River is another question which requires attention, and we have reason to believe that the importance of this has not been lost sight of, and that steps are being taken both by the Colonial Government and the Chinese Imperial Maritime Customs to deal with it. The great increase which has, of recent years, taken place in the steam traffic between Hongkong and Canton renders it more than ever necessary

that this improvement should be effected with the least possible delay. (Applause.) Progress with the new Commercial Treaties with China has been slow and the present political situation in the Far East is not calculated to facilitate matters in this respect. The text of the New American and also the Japanese Treaties have been published and while some objections have been made to certain omissions in the former, they are both in some respects improvements on the British treaty. It is satisfactory to find that the payment of duties in silver is ensued under the terms of these Treaties. We understand that the German Treaty will also shortly be ready for signature, but so far as I am aware the text has not yet been published. The agitation now being carried on at home with regard to the fiscal policy of the Empire has naturally attracted much attention in this Colony, and while the time has not yet arrived to deal seriously with the question we have good ground for stating that the majority of the British business community here is agreed that a change should be made so as to place British trade on an equality with its rivals in the world's markets. I need only cite as an example one section of our business viz: Shipping. It is obvious that if we are to hold our position against foreign competitors equal facilities should not be granted them with our shipping in British ports unless we in turn receive in their ports the same favourable treatment accorded to their own shipping. (Applause.) This is the majority of cases is denied to us. The whole question of fiscal reform is as yet very much in the clouds, but nevertheless very nearly concerns the Colony, and the Committee will therefore continue to follow closely the movement at home, and should it ultimately be decided to seriously deal with the whole question no doubt full opportunity will be offered us to give our views on any matter which is calculated to effect the prosperity of Hongkong. It must of course always be borne in mind that Hongkong, while a British Crown Colony, is chiefly a port of call for shipping. Its local productions are practically nil and its manufactures limited. An enormous volume of trade, a large percentage of which is non-British, centres here for distribution to China, the Philippines and other non-British territories, and consequently we must strain every nerve to attract this foreign trade to our port, and we cannot in our own local interests therefore regard this question of fiscal reform from the strictly Imperial point of view, which may be possible or desirable in other outlying portions of our Empire. I have reserved to the last what I think you will agree is to Hongkong the most important question as far as this Colony is concerned that has arisen during the past few years, although it has not as yet been formally dealt with by this Chamber. I refer to the proposed Canton-Kowloon Railway. (Applause.) Throughout the whole of China we see new railways being projected and in some cases actually completed, mainly I regret to say by the enterprise of those other than British. The race is to the swift, and we cannot grudge the well earned success of our commercial rivals, who, under other flags, press forward where our British investors apparently fear to tread. The British investor, I am informed on high authority, does not care to put his money into railways in China, and in view of the aid which other Governments render their nationals while our Foreign Office refuses to give us equal support, it is not perhaps surprising that British concessions for railways in China languish, while we see foreign capital freely spent in developing foreign concessions. The Under-Secretary of State for Foreign Affairs, speaking on behalf of the Foreign Office, is reported at a recent gathering in London to have made a statement to the following effect:—"We are alive to the importance of railway development in civilising a country and in promoting its commercial development, but in China we had not our selves administrative responsibility and the work must be done by the foresight, motives and self-interest of private capitalists." This, I think, fully explains, and in a manner justifies, the attitude of the British investor. Whether or not the Under-Secretary of State has been correctly reported, I am not in a position to say, but even though he may not have made use of the words above quoted the policy of the Foreign Office as understood by us is here clearly defined. The time has now arrived however when an exception should be made to this policy. As I have already stated, the prosperity of this Colony depends upon its maintaining its position as a distributing centre for the trade of South China. This being the case, it is imperative that the first railway line connecting Canton with the sea should be the Canton-Kowloon Railway. If funus for this line, estimated at a million and a half sterling, cannot be raised by other means, then our Foreign and Colonial Offices should join hands. This Colony should be allowed to guarantee for a term of years the interest on the capital required for the section of the line across the New Territory, or, if necessary, should construct and own the line, while the Home Government should, for once, in the interests of British trade in China, break through its traditions and guarantee the interest on the cost of that section outside the Colony. (Applause.) The distance is somewhere about 120 miles, of which one-fifth would be in Hongkong territory, and the cost of this section of the line would be about one-third of the whole. The importance of this question, both from a local and Imperial point of view, is so great that I make no apology for dealing at such length with the matter. Since our last meeting the war cloud which has been hanging over our heads for so long has burst, and we grieve to see two brave nations involved in a contest which, whatever the result may be, must mean heavy loss in life and treasure to both. Already the results of this conflict have been severely felt by the business section of this community, and we hope not entirely on selfish grounds, that the struggle may be brief, leading to a shorter period of distress and to minimise the disastrous re-

sults of the war. (Applause.) Before I take my seat I feel I should like to refer to matters of more direct personal interest. Our late Governor, Sir Henry Blake, after many years spent here, has now been transferred to another sphere of activity. (A voice: "Thank goodness.") A somewhat unusually long interregnum has occurred between his departure and the arrival of his successor, but we were glad to find that H. M. Secretary of State has appointed for Administrator so experienced and able an official as the Colonial Secretary (Applause). Still another official who, while not connected with the Government of Hongkong has been closely linked with the trade of the Colony has recently left us. I refer to Mr. James Scott, H.B.M. Consul General at Canton. It was with sincere regret we bade Mr. Scott farewell, particularly in view of his health having so seriously suffered during the discharge of his onerous duties. I believe I am right in saying that there is good reason to fear Mr. Scott may not return to China, and I take this opportunity, therefore, of placing on record our high appreciation of the energy and ability always displayed by him in the execution of his work. I feel confident that all those members of the Chamber who have had dealings with Mr. Scott will readily endorse what I say. (Loud applause.) While it is the object of the Chamber of Commerce to deal with all questions relating to our trade as they arise and so far as may be provided for future contingencies, it is well occasionally to give a glance backward, and to recall those who have worked in the past and by whose labours we now benefit. During the past year a very notable figure has disappeared from the scene, and while it is perhaps somewhat indecent to make special reference to one when so many did good work, still the unique position he occupied must be my excuse for mentioning the name of Admiral of the Fleet, Sir Henry Keppel. Admiral Keppel, as we all know, specially distinguished himself in the earlier days of the Colony by his brilliant services under fire, and also against the piratical craft, which then swarmed in these waters, while later he was very closely connected with the history of Hongkong. He has now passed to his rest, full of years and honour, leaving behind him a reputation which all must regard as a high example of good service, fearlessly rendered in the interests of the Empire. We have recently had brought before us, in a forcible manner, the advantage which lies with those who hold the command of the sea and it is good on occasion to recall the debt we owe to His Majesty's senior service and to remember that their presence here means security to our trade in these far distant waters and ensures the safety of all those who dwell under the shadow of our wide-flung flag. (Applause.) With these remarks, gentlemen, I beg to propose the passing of the report and accounts.

Mr. Wheeler, in seconding, referred to the question of explosives on board steamers, the medical officers of the port, the currency proposals, and the vital importance of steps being taken in connection with the Kowloon-Canton railway. Mr. Michael dealt with the currency question, observing that he hoped they would soon "arrive in sight of some settlement of this great hindrance to the development of legitimate trade." In alluding to the railway, he said it was high time it was completed, and trusted the Chamber would use its influence with the Government to induce them to assist with that section of the line which had to pass through British territory. The Chairman assured the meeting that, as it was the wish of the members, that the Chamber should deal with the question of the line, the Committee would take the matter in hand, and would also continue taking action regarding the currency question.

NEW MEMBERS.
The names of those admitted to membership since the last meeting were confirmed, with the addition of Messrs. D. Macdonald & Co.'s name.

COMMITTEE.
The committee was re-elected, with the exception of the Hon. C. W. Dickinson, who is shortly leaving the colony. Mr. J. Gresson was appointed to the vacancy.

The proceedings then terminated. A full report of the proceedings will appear in our issue to-morrow.

SHOCKING TRAGEDY

AT SINGAPORE.

A shocking tragedy occurred in the early hours of this morning, reports the *Straits Times* of 20th inst., when a German named Warburg, the second engineer on board the steamship *Kudat*, was shot dead in the middle of Hyam Street, Singapore, and Joseph Somers, the Musical Director of the Stanley Opera Company, was arrested on the grave charge of having caused his death. Only the most meagre particulars have as yet been allowed to transpire, but the main facts are quite clear.

Last evening a party of Germans came into collision with a number of men believed to be Americans, or Australians, with whom were one or two Englishmen. The old subject of pride in nationality is said to have been the cause of the quarrel. In any event high words passed between the rivals but at this stage nothing followed.

Shortly after midnight the belligerents met again in Malay Street, whither they had apparently adjourned. The Germans, it is said, had sticks in their hands and began to threaten the American group. Whether they were the worse for liquor or not has not yet been explained, but the fact remains that the first quarrel was renewed and blows were imminent when the Americans made a bee-line for a house in Hyam Street, which has anything but a savory reputation.

The Germans followed them hot foot, and succeeded in catching up with the others just as the latter reached the stairs leading to the house in question. Such an uproar was created that the proprietress of the house slammed the door at the top of the staircase in the faces of the brawlers. There was nothing for it now but to return the same way as they came, and the Anglo-Saxon contingent started to descend stairs.

Meanwhile the Germans were making matters lively at the foot of the staircase. Perfect pandemonium prevailed, both sides shouting challenges to each other and defying all-comers. At least such is the story that has come to the ears of the police.

The denizens of Malay Street, Hyam Street and all round that neighbourhood were not easily frightened or even disturbed by a passing fight. They are habituated to the noise of men and the ways of roisterers. Consequently it will be readily understood that the body was seriously inconvenienced by the dismal and dangerous mood that was brewing between the two parties. Nobody seems to

Co-Op's Advertisements.

SECOND "HANSA"

ORCHESTRAL CONCERT

WILL BE GIVEN IN THEATRE

ON

TUESDAY, 3rd May,

(By Permission of Rear-Admiral VON HOLTZENORFF).

Dress Circle and Stalls ... \$2.00.

Pit ... 1.00.

BOOKING AT THE ROBINSON PIANO Co., Ltd.

Hongkong, 27th April, 1904.

[560]

have come between them, and the Europeans and Antipodeans had the street to themselves. What exactly followed when the Germans retreated in the direction of the street it is difficult to say, but it is alleged that the German, Warburg, raised his stick and aimed a violent blow at Somers.

On the impulse of the moment it is alleged that Somers pulled out a revolver which he was carrying in his pocket at the time and pointed it in the direction of the crowd of Germans. It is said that he had no intention of pulling the trigger, that he merely wished to cow the threatening Germans. But while pointed at Warburg the trigger was snapped and the unfortunate man was shot on the right side of the body.

Warburg cried out that he was killed and the others terror-stricken at what had happened stood by in amazement at their own folly. They laid Warburg on the ground, where he expired within twenty minutes.

Realising the terrible position in which they stood, the others seem to have made an effort to escape justice. But the police had been called and Assistant Superintendent Whitehead and Sergeant Taylor were quickly on the scene. Warburg was dead and there was no trace of his assailants. However after making inquiries a clue was found and the call was given to search all the hotels with the object of bringing every one of the suspected persons under arrest.

The Waverly, Criterion and Adelphi Hotels were searched and every individual who was connected with the two gangs was captured and taken to the Central Police Station where they were placed under lock and key, pending further investigations.

COMMERCIAL.

2 p.m.

Following are further alterations in Messrs. Benjamin, Kelly & Potts' share quotations notified to us after the list had been printed:—

China Sugars	138 b.
Whampoa Docks	212 b.
Ices	210 b.
Langkats	215 b.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	119 5/16
Do. demand	119 9/16
Do. 4 months' sight	119 9/16
France—Bank T.T.	243
America—Bank T.T.	184
Germany—Bank T.T.	184
India T.T.	132 1/2
Do. demand	132 1/2
Shanghai—Bank T.T.	72 1/2
Japan—Bank T.T.	87 1/2
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	107 1/2

1 months' sight L/C	119 11/16
6 months' sight L/C	119 11/16
30 days' sight San Francisco & New York	43 1/2
4 months' sight do	44 1/2
30 days' sight Sydney and Melbourne	119 15/16
4 months' sight France	227 1/2
6 months' sight do	227 1/2
4 months' sight Germany	186
Bar Silver	25
Bank of England rate	3 1/2

OPIMUM QUOTATIONS.
To-day's quotations are as follows:—

	Per chest
Malwa New	960/970
" Old	1,010/1,060
" Older	1,080/1,100
" Oldest	1,180/1,200
Patna New	1,340/1,350
" Old	1,350
Benares New	1,340/1,350
" Old	1,340/1,350
Persian Paper	880/920

Co-Op's Advertisements.

TO LET.

IMMEDIATE POSSESSION.
FOR 18 MONTHS.

"LEIGHTON," THE PEAK.
Apply to—

Hongkong, 27th April, 1904. JEBSEN & Co. 1359

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"BAVARN,"

of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 3rd May, at 9.30 A.M.

All Claims must reach us before the 8th May, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.
Hongkong, 27th April, 1904.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 28th April, 1904, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,
SUNDRY HOUSEHOLD FURNITURE.
Particulars as per Catalogues.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 27th April, 1904. [558]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF
Captain W. G. SIMPSON, R.N.,
ON
FRIDAY,
the 29th April, 1904, at 11.00 A.M., at No. 3, Cameron Villas, The Peak,
THE WHOLE OF HIS
HOUSEHOLD FURNITURE,
contained therein.
Particulars as per Catalogues.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 27th April, 1904. [550]

JUST LANDED.

PURE CEYLON TEA I guarantee this Tea to be absolutely Pure and the Best that can be obtained at the price. Quality will speak for itself. Special quotation for quantities.

PRICE 85 CENTS PER LB.

H. RUTTONJEE,
No. 5, D'Almeida Street,

or

36 to 38, Elgin Road, Kowloon.
Hongkong, 27th April, 1904. [72]

WHERE TO GO FOR YOUR SUMMER VACATION.

THE PROBLEM SOLVED.

COME to our First-class Hotel, situated on the Beach of the Inland Sea at the famous Summer Resort of Shiyo, only 6 miles from Kobe. We quote from Yen 4 upwards per day, with special reductions for Families, and afford you every comfort.
SEA VIEW BEACH HOUSE.
A FIRST-CLASS FAMILY HOTEL.
Shiyo, Japan.
27th April, 1904. [480]

Entimation.



THE POPULAR
SCOTCH

IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING

and

HRH. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS

and HOTELS, and to be obtained

LANE, CRAWFORD & CO.

THOMAS

I still suffered on my return, and for me I became an out-patient at the North Foreshore Infirmary. It was Dr. Williams' pink pills for pale people that eventually cured me.

"How came you to take them?"

"Why, my son came from the North of England to visit me, and to see if the change would do me any good I went back with him to his home. My son was at that time taking Dr. Williams' pink pills for pale people, and he made me some to try. I took the greater part of a bottle and in a fortnight they made a new man of me. I was able to go to work."

"And how is your health to-day?" was the next question.

"Oh, I am much better," replied Mr. Henhall, "I have a better appetite, my nerves are stronger, and I seem to have more vigour in everything I do."

"Considering my age, I am feeling very well indeed."

"Mr. Henhall, asked if he had any objection to his story being published, said: "I have nothing to say what is true, and there can be no objection to that being published."

"The experience of Mr. Henhall is that of many who have suffered from diseases arising from poor blood and shattered nerves—anaemia, bile, consumption, eczema, headache, indigestion, kidney diseases, rheumatism, &c. Dr. Williams' pink pills have cured these and other diseases in countless cases. Women are especially helped in those characteristic troubles which they do not talk about, but which are not cured by any other means on the blood and on the nerves, curing such as paralysis, locomotor ataxy, St. Vitus's dance, neuralgia. Only the genuine pills, bearing Dr. Williams' name, cure. Substitutes do not cure. Genuine pills put free from adulteration, for two shillings and sixpence; but may be had at all medicine shops if you take care to get the right ones, which did so much to this victim of Accident and Misfortune.

Also JEFFREY's popular EDINBURGH XXX STOUT in cases of 7 doz. pints

Mails.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 3rd May, 1904,
at 1 P.M., the Company's Steamship
"ANNAM," Captain R. Girard, with Mails,
Passengers, Specie and Cargo, will leave
this Port for MARSEILLES, via Ports of Call,
WITHOUT TRANSIT.

This Steamer connects at COLOMBO with
the Australian Line S.S. *Nera* bound for
MARSEILLES and BOMBAY and ADEN.
Cargo and Specie will be registered for
London as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon
only on MONDAY, the 2nd May, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.
For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX.

Agent.

Hongkong, 20th April, 1904.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMER-
ICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA,"

Captain C. L. Daniel, carrying His Majesty's
Mails, will be despatched from this Port for
BOMBAY, on SATURDAY, the 7th May,
at Noon, taking Passengers and Cargo for the
above Ports.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 25th April, 1904.

Consignees.

FROM HAMBURG, BREMEN, ROTTER-
DAM, ANTWERP, PENANG AND
SINGAPORE.

THE H. A. L. Steamship

"STRASSBURG,"

Captain Madsen, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to take
immediate delivery of their goods from along-
side.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon
TO-DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 2nd May will be subject
to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 2nd May at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE
Hongkong Office.

Hongkong, 25th April, 1904.

BRITISH-INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PURNEA,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M. TO-DAY, the 25th
instant, will be landed at Consignees' risk and
expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 25th April, 1904.

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of
the 28th instant, will be landed at Consignees'
risk and expense into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 26th April, 1904.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"ALGOA,"

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for counter-signature, and to
take immediate delivery of their Goods from
alongside.

Cargo impeding discharge and undelivered
by WEDNESDAY, the 27th instant, at 5 P.M.,
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected.

E. W. HILDEN,
Agent.

Hongkong, 23rd April, 1904.

THE PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "INDRAVELLI,"
FROM PORTLAND (OR.), YOKOHAMA,
KOBE AND MOJI.

THE above steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for Counter-signature
and to take immediate delivery of their
goods from alongside.

Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

ALLAN CAMERON,
General Agent.

Hongkong, 23rd April, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"CHUSAN,"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Albatross*.
From Australia, ex S.S. *Oceanic*.
From Calcutta, ex S.S. *Nubia*.
From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
3 P.M. TO-DAY.

Goods not cleared by the 28th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees'
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 22nd April, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"BANCA,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From Persian Gulf, ex B.I.S.N. and B. & P.
S. N. Co's Steamers.

Goods not cleared by the 28th instant at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Go-
downs for examination by the Consignees' and
the Company's representative at an appointed
hour.

All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No claims will be admitted after the goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 22nd April, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$125	\$10,000,000	\$1,473,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/81 = \$22.934 for half-year ending 31.12.1903.	6 1/2 %	\$655 London £64 \$36 buyers \$10
National Bank of China, Limited.	4,453	£10	£8	\$175,533	\$21,668	\$1 (London 3/6) for 1913	5 1/2 %	
Do. Founders	750	£1	£1	\$191,973		None		
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000	\$1,959,926	\$32 for 1902	6 1/2 %	\$525 buyers
China Trade Insurance Company, Limited	24,000	\$83.33	\$25	\$1,992,342	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$60 buyers
North China Insurance Company, Limited	10,000	£15	£5	£1,500,000	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 67 1/2 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$800,000	\$186,284	\$12 for 1902	10 %	123 buyers
Canton Insurance Office, Limited	10,000	\$150	\$50	\$1,500,000	\$110,551	\$15 for 1902	8 %	\$185 buyers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,308,856	\$374,110	\$22 1/2 for 1902	7 1/2 %	\$290 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$0	\$1,000,000	\$3,904,7	\$6 dividend & \$1 bonus for 1902	8 1/2 %	\$83 1/2
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$5	\$1,200,000	\$41,538	\$1 1/2 for second half-year 1903	10 1/2 %	29 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£0	£1,000,000	£5,380	10/- for 1902	6 %	\$95
China and Manila Steamship Company, Limited	30,000	\$50	\$50	\$1,500,000	Dr. \$63,123	\$5 for 1900		\$21 1/2 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$36 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000	\$37	\$1.20 for year ending 30.4.03	3 1/2 %	\$12 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$500,000	\$19,555	\$8 for second half year 1902	11 %	\$145
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	£4,000,000	Tls. 98,000	Interim of 1/- (Coupon No. 4) for 1903	5 %	22 1/2 buyers
Taku Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 10,000	Tls. 865	Final of Tls. 1 making Tls. 2 for 1903	5 1/2 %	Tls. 35
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	Tls. 5,000	Tls. 55,541	Final of Tls. 2 1/2 making Tls. 4 1/2	9 1/2 %	Tls. 48 sales
Do. Preference						Tls. 1 1/2 making Tls. 3 1/2	7 1/2 %	Tls. 47 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$135 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,995	\$3 for 1897		\$10 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	5 %	Tls. 51 sales
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337	Fcs. 85,706	Interim of Fcs. 30 for 1903		\$500
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£181,000	Dr. £7,236	No. 12 of 1/-		\$6 sellers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 6 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$8,750	\$425,340	\$6 dividend and \$1 bonus for second half year 1903	6 1/2 %	\$211 buyers
S. C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 5 for half year ending 31.10.03	7 1/2 %	Tls. 145 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,850,000		\$6 for first half year 1903	4 1/2 %	\$50 buyers
Riley Harbours & Co., Limited	6,000	\$100	\$100	\$150,000		\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$192 buyers
Do. Preference	2,750	\$100	\$100	\$275,000		\$7 dividend		\$105 buyers
Howarth Erskine, Limited	12,000	\$100	\$100	\$1,200,000	\$28,015	\$10 for first half year 1902		\$101
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$1,500,000		Final of \$2 1/2 making \$5 for 1903	5 %	\$101
Shanghai and Hongkong Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,110	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 152 1/2 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	5 1/2 %	Tls. 190 sales
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$4,548	\$2 1/2 for 1902	6 1/2 %	\$7 1/2 sellers
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,966	Final of \$6 making \$12 for 1903	8 %	\$150 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 37,634	Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903	7 1/2 %	Tls. 108 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Final of Tls. 5 making in all Tls. 9 for 1903	7 %	Tls. 130 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none		Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$25	\$25	none	\$636	\$2.60 for 1903	7 1/2 %	\$35
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Final of 1.70 making \$3.20 for 1903	6 1/2 %	\$52 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000,000	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$136 buyers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 20,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 145 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	Tls. 25	Tls. 25	Tls. 32,500	Tls. 16,301	\$2 1/2 for year ended 30.6.1903	7 1/2 %	\$35 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 6,804	Tls. 1,496	Tls. 1 1/2 for the year ending 31.3.1903	10 1/2 %	Tls. 15 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none		First year		Tls. 25
Tientsin Hotel, Limited	600	\$20	\$20	none	\$1,989	\$5 for the year ending 28.2.1903	12 1/2 %	\$60
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 3,550	Interim of Tls. 3 1/2	7 %	Tls. 50
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$300,000	\$99,177	90 cents for 1903	8 1/2 %	\$